



INDIAN NOTICES TO MARINERS FOR 2007

(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

EDITION No. 20 DATED 16 OCT 2007

(CONTAINS NOTICES 516 TO 546)

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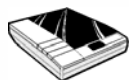
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax number, immediately on discovering new or suspected dangers to navigation, on observing changes/defects to navigational aids, and of short comings in Indian charts or publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section X with N to M editions 1, 7, 13 and 19.

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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For the Indian Ocean Area
**INSIST ON INDIAN CHARTS AND
PUBLICATIONS**
(Original, Authentic and Most Up-to-date)

EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts (both Indian and BA) affected by the notices contained in this edition. Where as sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. Sl Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

Source of Information. A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

Sailing Directions. Corrections for the Sailing Directions (Pilots) are given in Section VI.

Lights. Corrections to Indian list of Lights are given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page XI of the list of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

Radio Signals. The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

Laws and Regulations. While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

Correction of Charts and Publications by the users. Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

Reliance on Charts and Associated Publications. While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

Source Data on Charts. All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

Further Guidance. The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

(a) NEW INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
301	31-01-2007	APPROACHES TO HUGLI RIVER <u>Limits</u> 20° 45'.00N; 87° 44'.00E. 22° 02'.00N; 88° 38'.00E.	150 000	5	Rs. 1360.00
3033	30-09-2007	CHEMPLAST SANMAR KARAİKAL TERMINAL <u>Limits</u> 10° 49'.35N; 79° 50'.10E. 10° 52'.50N; 79° 54'.60E.	12 500	5	Rs. 1360.00

(b) NEW EDITION INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
209	30-06-2007	HAZIRA TO UMARGAM <u>Limits</u> 20° 07'.00N; 72° 12'.00E. 21° 12'.00N; 72° 57'.00E.	125 000	2	Rs. 1360.00

(c) INDIAN CHARTS PERMANENTLY WITHDRAWN

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
301	15-01-2003	APPROACHES TO HUGLI RIVER	301	31-01-2007
209	15-04-1997	HAZIRA TO UMARGAM	209	30-06-2007

(d) CHARTS AFFECTED BY THE FOREGOING

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>
357 (INT 7397)	31-10-2003	POINT CALIMERE TO CHENNAI (MADRAS) <u>Limits</u> 10° 15'.00N; 79° 35'.00E. 13° 08'.00N; 81° 22'.00E.	300 000	5

(e) FORTHCOMING CHARTS AND PUBLICATIONS

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
201	Gora Chan Creek to Godia Creek	150 000	New Edition
2042	Approaches to Malvan	50 000	New Edition
2057	Plans on the Gujarat Coast; Simar Anchorage, Mahuva Bandar	25 000 25 000	New Edition
3008	Vadarevu Anchorage Nizampatnam Anchorage	25 000 27 500	New Edition
4005	Nancowry Harbour and Approaches	12 500	New Chart
2099	Male Atoll	25 000	New Chart

SECTION – I
List of charts affected by
The Notices 516 to 546 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	527,542(T)	941A	46	538,539,541
22(INT 752)	3	527	1235(INT 7289)	40	533
31	5	545(T)	1268	40	516
203(INT 7319)	2	518	1312	46	538,539
208	2	519	1358	45	537,546(T)
211	3	521,523,524,525,526,527	2139	45	546(T)
224	4	530	2760	46	540
254(INT 7331)	2	519	2780	46	540
255(INT 7334)	3	523,524,525,526,527	2882(INT 7264)	40	516,533
268(INT 7353)	4	529	2884(INT 7278)	40	516
271	2	542(T)	3773	40	533
292(INT 7021)	2	519,524,527,542(T)	3783	40	532
293(INT 7022)	3	524,527	3842(INT 7292)	40	533
308	5	545(T)	3933	45	534,535
354(INT 7408)	5	545(T)	3946	45	546(T)
407	6	531	3947	45	535
472(INT 7032)	6	531	3948	46	537
2007	4	529	4043	45	536
2015(INT 7337)	3	521,522	4044	45	536
2016(INT 7336)	3	521,522,523,524,525,526, 527,544(T)			
2022(INT 7345)	3	528			
2033	2	518			
2034	2	520,543(T)			
2044	2	519			
2075(INT 7366)	4	530			
2076	3	521,544(T)			
2079	2	517			
2083	2	518			
2101	2	520,543(T)			
4032	6	531			
7508(INT 508)	7	539			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

516(20/07) Miscellaneous updates to charts

Source: BA Notice 4386/07


BA Chart No.	Previous Updates	Details
1268	237/07	Amend chart number to read, (see Note -POSITIONS) 1265, in position 29° 50′.9N., 49° 09′.8E. Substitute accompanying note, CHARTS 1265 AND 2884: POSITIONS, for existing note, CHART 2884: POSITIONS, centred on 29° 47′.0N., 49° 36′.0E.
2882 (INT 7264)	391/07	Substitute accompanying note, CHARTS 1268, 2883 AND 3788: POSITIONS, for existing note, CHARTS 1265, 1268, 2883 & 3788: POSITIONS, centred on 26° 42′.5N., 48° 31′.0E. Amend reference to, 1265, in position 29° 19′.0N., 49° 09′.0E.
2884 (INT 7278)	457/07	Substitute accompanying note, CHARTS 27, 1268, 1269 AND 2883: POSITIONS, for existing note, CHARTS 27, 1265, 1268, 1269 & 2883: POSITIONS, centred on 29° 51′.5N., 50° 36′.0E. Amend reference to, 1265, in position 29° 19′.0N., 49° 09′.0E.

***517(20/07) INDIA - WEST COAST – Gulf of Kachchh – Approaches to Mundra Port – Buoy.**

Source: NHO Dehradun

(HJ/1131/20)

Chart 2079 [previous update 447/07] (WGS 84 Datum)

Insert		Q.R Sonar	22° 44′.81N., 069°32′.34E
Delete		Q.R Sonar	22° 41′.64N., 069°34′.99E

***518(20/07) INDIA - WEST COAST – Gulf of Kachchh – Sikka Creek – Buoy.**

Source: Reliance Ports and Terminals Limited and Navarea 507/07

(HJ/1131/20)

Chart 203(INT 7319) [previous update 447/07]

Move		LFl.10s Fairway	<i>from:</i> 22° 31′.95N., 069°46′.03E
			<i>to:</i> 22° 31′.99N., 069°45′.54E

Chart 2083 [previous update 447/07]

Move		LFl.10s Fairway	<i>from:</i> 22° 31′.95N., 069°46′.03E
			<i>to:</i> 22° 31′.99N., 069°45′.54E


Chart 2033 [previous update 74/05]

Move		LFl.10s Fairway	<i>from:</i> 22° 31′.95N., 069°46′.03E
			<i>to:</i> 22° 31′.99N., 069°45′.54E

***519(20/07) INDIA - WEST COAST – Gulf of Khambhat(Cambay) Southern Portion – Offshore Pipeline – Buoy. Obstruction.**


Source: Bharuch Eco – Aqua Infrastructure Limited.
(HJ/1130/17)


Chart 292(INT 7021) [previous update 281/07]

Insert	Offshore Pipeline		joining:	(a)	21° 27′.62N., 072°39′.18E
				(b)	21° 28′.17N., 072°33′.73E
					(b) above

 11 Diffuser

Chart 254(INT 7331) [previous update 380/07]

Insert	Offshore Pipeline		joining:	(a)	21° 27′.62N., 072°39′.18E
				(b)	21° 28′.17N., 072°33′.73E
					(b) above

 11 Diffuser




Diffuser

Close W of

(b) above

Chart 208 [previous update 110/07]

Insert	Offshore Pipeline		joining:	(a)	21° 27′.62N., 072°39′.18E
				(b)	21° 28′.17N., 072°33′.73E
					(b) above

 11 Diffuser





Diffuser

Close W of

(b) above

Chart 2044 [previous update 380/07]

Insert	Offshore Pipeline		joining:	(a)	21° 27′.62N., 072°39′.18E
				(b)	21° 28′.17N., 072°33′.73E
					(b) above

 11 Diffuser



Diffuser

Close W of

(b) above

***520(20/07) INDIA - WEST COAST – Gulf of Khambhat - Hazira Port – Channel Buoy.**

Source: Hazira Port Pvt Ltd
(HJ/1130/17)

Chart 2101 [previous update 490/07]

Insert	 Fl.R.4s4M	21° 05′.28N., 072°36′.11E
	 Fl.G.4s4M	21° 04′.86N., 072°36′.27E

Chart 2034 [previous update NC 30 Nov 2006] (WGS 84 Datum)

Move	 Fl.R.4s4M	from:	21° 05′.14N., 072°36′.13E
		to:	21° 05′.32N., 072°36′.07E
	 Fl.G.4s4M	from:	21° 04′.94N., 072°36′.21E
		to:	21° 04′.90N., 072°36′.23E

Substitute	legend (2006) for (2004), centered on;	21° 05′.20N., 072°36′.57E
		21° 05′.37N., 072°37′.00E
		21° 05′.61N., 072°37′.15E

***521(20/07) INDIA - WEST COAST – Approaches to Mumbai – Jawaharlal Nehru Port & Trombay Wreck.**

Source: INS Investigator ROS C(N) 496

(HJ/1030/87)

Chart 211[previous update 425/07]

Delete		PA	18° 58′.60N., 072°54′.06E
Insert		Wk	18° 58′.86N., 072°54′.24E

Chart 2016(INT 7336) [previous update 448/07]

Delete		PA	18° 58′.60N., 072°54′.06E
Insert		Wk	18° 58′.86N., 072°54′.24E
Delete			18° 58′.66N., 072°57′.00E
Insert		Wk	18° 58′.69N., 072°56′.99E

Chart 2015(INT 7337) [previous update 424/07]

Delete		PA	18° 58′.60N., 072°54′.06E
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Chart 2076 [previous update 448/07]

Delete		PA	18° 58′.60N., 072°54′.06E
Insert		Wk	18° 58′.86N., 072°54′.24E
Delete			18° 58′.66N., 072°57′.00E
Insert		Wk	18° 58′.69N., 072°56′.99E

522(20/07) INDIA WEST COAST – Port of Mumbai – Port Limit.

Source: Mumbai Port Trust

(HJ/1030/87)

Chart 2016 [previous update 521/07]

Amend	Mumbai Port west limits joining,	(a)	18° 56′.30N., 72° 47′.65E.
		(b)	18° 56′.30N., 72° 45′.90E.
		(c)	18° 57′.00N., 72° 44′.00E.
		(d)	18° 57′.00N., 72° 41′.00E.
		(e)	18° 48′.80N., 72° 40′.90E.
		(f)	18° 47′.70N., 72° 45′.40E.
		(g)	18° 46′.80N., 72° 46′.00E.
		(h)	18° 42′.00N., 72° 40′.00E.
			(S border)
Amend	East limit:	(a)	18° 50′.90N., 72° 56′.40E.
		(b)	18° 50′.50N., 72° 56′.40E.
		(c)	18° 49′.70N., 72° 59′.40E.
		(d)	18° 49′.45N., 73° 00′.00E(E border)
		(e)	18° 47′.00N., 73° 00′.00E(E border)
		(f)	18° 47′.00N., 72° 59′.00E
		(g)	18° 48′.20N., 72° 53′.20E

Chart 2015 [previous update 521/07]

Amend	Mumbai Port limit joining:	(a)	18° 56′.30N., 72° 47′.65E.
		(b)	18° 56′.30N., 72° 47′.55E(W border)

***523(20/07) INDIA - WEST COAST – Inner approaches to Mumbai – Buoy.**

Source: Mumbai Port Trust
(HJ/1030/87)

Chart 255(INT 7334) [previous update 320/07]


Delete  B 18° 53′·80N., 072°45′·20E

Chart 211 [previous update 521/07]

Delete  IQ.G 18° 52′·65N., 072°40′·04E

Chart 2016 (INT 7336) [previous update 522/07]

Delete  B 18° 53′·80N., 072°45′·20E

 IQFI.G 18° 52′·65N., 072°40′·04E

Cancel former INM 052(T)/98 and 354(T)/98.

***524(20/07) INDIA - WEST COAST –Inner approaches to Mumbai – Wreck.**

Source: INS Investigator ROS C(N) 497
(HJ/1030/87)

This is the wreck of vessel MV Dorset

Chart 292 (INT 7021) [previous update 519/07]

Insert  PA 18° 52′·74N., 072°39′·15E

Chart 293(INT 7022) [previous update 281/07]

Insert  PA 18° 52′·74N., 072°39′·15E

Chart 255(INT 7334) [previous update 523/07]

Insert  PA 18° 52′·74N., 072°39′·15E

Chart 211[previous update 523/07]

Insert  PA 18° 52′·74N., 072°39′·15E

Chart 2016 (INT 7336) [previous update 523/07]

Insert  PA 18° 52′·74N., 072°39′·15E

***525(20/07) INDIA - WEST COAST – Inner approaches to Mumbai – Wreck.**

Source: INS Investigator ROS C(N) 497
(HJ/1030/87)

This is the wreck of vessel MV Arcoria Pride

Chart 255(INT 7334) [previous update 524/07]

Insert  18° 52′·43N., 072°40′·51E

Chart 211[previous update 524/07]

Insert  18° 52′·43N., 072°40′·51E

Chart 2016(INT 7336) [previous update 524/07]

Delete  18° 52′·51N., 072°40′·62E

Insert  18° 52′·43N., 072°40′·51E

***526(20/07) INDIA - WEST COAST – Inner approaches to Mumbai – Wreck.**


Source: INS Investigator ROS C(N) 497

(HJ/1030/87)

This is the wreck of vessel MV Sunrise**Chart 255(INT 7334)** [previous update 525/07]Insert  18° 49′.43N., 072°43′.27E**Chart 211** [previous update 525/07]Insert  18° 49′.43N., 072°43′.27E**Chart 2016 (INT 7336)** [previous update 525/07]Insert  18° 49′.43N., 072°43′.27E***527(20/07) INDIA - WEST COAST – Inner approaches to Mumbai – Wreck.**

Source: Mumbai Port Trust

(HJ/1030/87)

This is the wreck of fishing Craft**Chart 21** [previous update 281/07]Insert  18° 48′.60N., 072°35′.50E**Chart 22(INT 752)**[previous update 281/07]Insert  18° 48′.60N., 072°35′.50E**Chart 292 (INT 7021)**[previous update 524/07]Insert  18° 48′.60N., 072°35′.50E**Chart 293 (INT 7022)**[previous update 524/07]Insert  18° 48′.60N., 072°35′.50E**Chart 255(INT 7334)** [previous update 526/07]Insert  18° 48′.60N., 072°35′.50E**Chart 211** [previous update 526/07]Insert  18° 48′.60N., 072°35′.50E**Chart 2016 (INT 7336)** [previous update 526/07]Insert  18° 48′.60N., 072°35′.50E**Cancel former INM 131(T)/00*****528(20/07) INDIA - WEST COAST – Approaches to Mormugao – Wreck.**

Source: National Hydrographic School Goa

(HJ/1130/56)

Chart 2022 (INT 7345) [previous update 451/06]Delete  20 Wk 15° 25′.53N., 073°41′.88EInsert  20 Wk 15° 25′.27N., 073°41′.64E***529(20/07) INDIA - LAKSHADWEEP – Androth Island – Light. Legend. Pecked line.**

Source: NHO Dehradun

(HJ/1030/06)

Chart 268(INT 7353) [previous update 552/06]

Delete Pecked line joining 10° 48′.90N., 073°42′.10E

10° 54′.40N., 073°57′.40E

Pecked line joining 10° 48′.90N., 073°42′.10E

10° 46′.70N., 073°57′.80E

Pecked line joining 10° 52′.60N., 073°52′.50E

10° 47′.30N., 073°53′.00E

legend Obscd centered on 10° 49′.50N., 073°53′.30E

529(20/07) INDIA - LAKSHADWEEP – Androth Island – Light. Legend. Pecked line. (continued)*Chart 2007** [previous update NE 30 Apr 07] (WGS 84 Datum)

Amend	light to Fl(2)10s35m16M	10° 48′.90N., 073°42′.10E
Delete	Pecked line joining	10° 48′.90N., 073°42′.10E
	Pecked line joining	10° 49′.28N., 073°43′.05E
	Pecked line joining	10° 48′.90N., 073°42′.10E
	Pecked line joining	10° 48′.78N., 073°43′.12E
	Pecked line joining	10° 49′.23N., 073°42′.96E
	legend Obscd centered on	10° 48′.80N., 073°43′.00E
		10° 49′.00N., 073°43′.04E

***530(20/07) INDIA - EAST COAST – Approaches to Tuticorin Harbour – Buoy.**

Source: Tuticorin Port Trust

(HJ/930/81)

Chart 224 [previous update NE 30 Apr 07]

Delete	 Fl(3)G15s	08° 47′.22N., 078°13′.43E
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Chart 2075 (INT 7366) [previous update 392/05]

Delete	 Fl(3)G15s	08° 47′.22N., 078°13′.43E
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Chart 2075 (INT 7366) (Plan Tuticorin harbour) [previous update 392/05]

Delete	 Fl(3)G15s	08° 47′.22N., 078°13′.43E
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Cancel former INM 057(T)/00.***531(20/07) ANDAMAN SEA – INDIA – Car Nicobar Island - Sawai bay and Malacca Anchorage – Lights.**

Indian List of Light Vol.F &K 2003 ; F. 1220.2,1220.4,1221,1222

Source: PMB Andaman & Nicobar Island

(HJ/928/97)



Chart 472 (INT 7032) [previous update 407/07]

Delete	 Fl(2)10s13m6M	09° 13′.1N., 092°43′.5E
	 Fl20s12m8M	09° 11′.2N., 092°49′.5E
	 Fl(2)10s11m8M	09° 10′.0N., 092°49′.8E

Chart 407 [previous update 195/07]

Delete	 Fl5s13m6M	09° 14′.3N., 092°46′.4E
	 Fl(2)10s13m6M	09° 13′.1N., 092°43′.5E
	 Fl20s12m8M	09° 11′.2N., 092°49′.5E
	 Fl(2)10s11m8M	09° 10′.0N., 092°49′.8E

Chart 4032 [previous update 195/07]

Delete	 Fl5s13m6M	09° 14′.37N., 092°46′.44E
	 Fl(2)10s13m6M	09° 13′.07N., 092°43′.45E
	 Fl20s12m8M	09° 11′.24N., 092°49′.50E
	 Fl(2)10s11m8M	09° 10′.05N., 092°49′.85E

532(20/07) QATAR - Mesaieed - Depth. Buoy.

Source: BA Notice 4233/07

(HJ/1132/48)

BA Chart 3783 [*previous update 59/07*]Insert depth 12₄ enclosed by 15m contour, *Rep (2007)*

24° 53'·87N., 51° 33'·40E.



24° 53'·83N., 51° 33'·44E.

533(20/07) IRAQ - KUWAIT - Khawr .Abd Allah Southwards to Khawr al Kafka & Khawr al Amaya - Wrecks. Depths. Buoyage. Light.

Indian List of Light List Vol. D and E, 2003, D - 7612

INP 31, Volume 6, 2005

Source: BA Notice 4304/07

(HJ/1133/91)

BA Chart 1235 (INT 7289) [*previous update 364/07*]

Insert



29° 38'·79N., 48° 32'·10E.

BA Chart 2882 (INT 7264) [*previous update 516/07*]

Insert

*Offshore Terminals*

29° 20'·0N., 49° 03'·0E.

BA Chart 3773 [*previous update 478/07*]

Insert



29° 38'·79N., 48° 32'·10E.

BA Chart 3842 (INT 7292) [*previous update 364/07*]

Insert

depth 3₃

(a) 29° 48'·13N., 48° 44'·64E.

Amend No 2 light to, (Rep destroyed 2006)

(b) 29° 48'·22N., 48° 44'·56E.

Delete depth 5₅, close W of:

(b) above

depth 6₁, close SSW of:

(a) above

5m contour, joining:

29° 48'·36N., 48° 44'·71E.

(W border of block)

29° 47'·87N., 48° 43'·58E.

(S border)

534(20/07) INDONESIA - Sumatera - East Coast - Selat Rupert - Dumai North-eastwards - Buoy.

Source: BA Notice 4223/07

(HJ/927/18)

BA Chart 3933 [*previous update 505/07*]

Substitute

*Fl.R.6s No 22**for**Fl.R.6s No 22*

1° 41'·83N., 101° 29'·00E.

*Rep sunk (2007)***BA Chart 3933 (plan A, Dumai)** [*previous update 505/07*]

Substitute

*Fl.R.6s No 22**for**Fl.R.6s No 22*

1° 41'·83N., 101° 29'·00E.

*Rep sunk (2007)***535(20/07) INDONESIA - Sumatera - East Coast - Selat Rupert - Radar beacon.**

Indian List of Light Vol. F and K, 2003, F - 1402.5

INP 31(2), 1995: 86210

Source: BA Notice 4224 /07

(HJ/927/18)

BA Chart 3933 [*previous update 537/07*]

Insert

radar beacon, Racon(D)(3cm), at light-beacon

1° 39'·50N., 101° 50'·50E.

BA Chart 3947 [*previous update 505/07*]

Insert

radar beacon, Racon(D)(3cm), at light-beacon

1° 39'·5N., 101° 50'·5E.

536(20/07) MALAYSIA - Peninsular Malaysia, West Coast - Sungai Johor - T. Langsat South-eastwards – Submarine cable.

Source: BA Notice 4258/07

(HJ/927/15)

BA Chart 4043 [previous update NE 05 Jul 07]

Insert submarine cable, , joining: (a) 1° 28′.21N., 104° 01′.01E.

(~~~)

1° 28′.17N., 104° 01′.15E.


(b) 1° 27′.90N., 104° 01′.20E.

(~~~)

Delete former submarine cable, , joining: (a) above

(b) above

BA Chart 4044 [previous update 499/07]

Insert submarine cable, , joining: (a) 1° 28′.21N., 104° 01′.01E.

(~~~)

1° 28′.17N., 104° 01′.15E.

(b) 1° 27′.90N., 104° 01′.20E.

(~~~)

Delete former submarine cable, , joining: (a) above

(b) above

537(20/07) INDONESIA - Sumatera - Kundur, West Coast - Batu Tunggal South-westwards - Wreck.

Source: BA Notice 4199/07

(HJ/927/06)

BA Chart 1358 [previous update 498/07]

Insert  PA 0° 47′.0N., 103° 18′.0E.

BA Chart 3948 [previous update 506/07]

Insert  PA 0° 47′.0N., 103° 18′.0E.

538(20/07) INDONESIA - Kalimantan - West Coast - P. Jangkulan - Legend.

Source: BA Notice 4334 /07

(HJ/927/02)

BA Chart 941A [previous update 509/07]

Delete legend, (exting), at light 0° 44′.0N., 107° 19′.3E

BA Chart 1312 [previous update 483/07]

Delete legend, (exting), at light 0° 44′.8N., 107° 19′.3E.

539(20/07) INDONESIA - Kalimantan - West Coast - P. Tambelan South-eastwards - Rock.

Source: BA Notice 4333/07

(HJ/927/02)

Chart 7508 (INT 508) [previous update 509/07] (WGS84 DATUM)

Insert  ED 0° 34′.0N., 107° 42′.0E.

BA Chart 941A [previous update 541/07]

Insert  ED 0° 33′.6N., 107° 41′.9E.

BA Chart 1312 [previous update 541/07]

Insert  ED 0° 33′.6N., 107° 41′.9E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***542(T)(20/07) ARBIAN SEA – Muscat to Mumbai – Gulf of Kachchh – Tsunami Buoy**

Source: NIOT Chennai & Navarea 535/07 and 541/07

(HJ/1131/13)

1. Yellow coloured data buoys with radar reflector and mast carrying sensor are laid by NIOT Chennai. Details of the buoys are as follows:

SI No	Buoy No	Position (WGS 84 Datum)	Size	Characteristics	Charts affected
(a)	TB – 11	21°32′.92N 66° 26′.92E	2.2m dia and 3.5mtr mast	Fl(4).Y.15s4NM	21 – 292 (INT 7021) - 271
(b)	TB – 12	21°00′.30N 66° 00′.50E	2.2m dia and 3.5mtr mast	Fl(4).Y.15s4NM	21,271

2. Mariners are strongly advised not to anchor or trawl in the operation circle of 03NM of moored Tsunami Buoy.

***543(T)(20/07) INDIA – WEST COAST – Hazira Port – Channel – Dredging Area.**

Source: Hazira Port Pvt Ltd

(HJ/1130/17)

1. Capital dredging for widening of approach channel of Hazira port has been carried out. Channel dredged to 12m below chart datum. Area bounded by the following positions. All co ordinates are in WGS 84 Datum.

- (a) 21° 05′.33N 072° 36′.24E.
 (b) 21° 05′.39N 072° 36′.87E.
 (c) 21° 04′.95N 072° 36′.38E.
 (d) 21° 05′.16N 072° 37′.04E.

2. A will be joined with point B (Forming the north boundary).
 3. C will be joined with point D (Forming the South boundary).
 3. A & C will be connected through existing limit of the approach channel.

Charts affected – 2101 - 2034***544(T)(20/07) INDIA – WEST COAST – Inner approaches to Mumbai – Jawahar lal Nehru Port & Trombay – Depths.**

Source: INS Investigator ROS C(N) 496

(HJ/1030/87)

1. At the following location depths have reduced than indicated on chart due to siltation.

<u>Channel Name</u>	<u>Position (Everest Datum)</u>		<u>Maintained Depth</u>
JNPT Channel	18° 53′.5N	072° 51′.5E.	10.9m
JNPT Channel	18° 50′.5N	072° 46′.7E	11.0m
Pir Pau Channel	18° 59′.5N	072° 55′.4E	5.3m

2. Mariners to exercise caution.

Charts affected – 2016(INT 7336) - 2076***545(T)(20/07) INDIA – EAST COAST – Outer Approaches to Visakhapatnam – Unexploded Charges.**

Source: INS Savitri

(HJ/1029/76)

1. Unexploded charges reported dumped in position 17°19′.50N., 83° 39′.45E .(WGS 84 Datum)
 2. Mariners to exercise caution.

Charts affected – 31 – 354(INT 7408) - 308**546(T)(20/07) MALAYSIA - Peninsular Malaysia, West Coast - Tanjung Tongkah - Kuala Langat - Buoy. Light-beacon.**

Source: BA Notice 4282(T)/07

(HJ/927/28)

1. A new starboard-hand light-buoy, Fl.G.4s, has been established in position 2° 48′.17N., 101° 24′.04E. to mark the collapsed light-beacon at Kuala Langat (2° 48′.10N., 101° 24′.30E.)

BA Charts affected -1358 -2139 -3946

SECTION – IV: MARINE INFORMATION

Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:

<p>*JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>*JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, #08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</p>		

Tsunami Notices

52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.

Source: NHO, Dehradun
 (HJ/NM/Gen)

Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka

***88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

Charts affected: 4011 - 4017***105 (T) (04/05) INDIA – Andaman Sea – Nicobar Islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

Charts affected: 4011***106 (T) (04/05) INDIA – Andaman Sea – Andaman and Nicobar Islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- | | |
|-------------------------------|----------------------------|
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- | | |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

Port Blair

- | | |
|------------------------|----------------------------|
| (h) Bamboo flat beacon | 11° 41'.33N., 92° 43'.20E. |
| (i) Range flat beacon | 11° 41'.21N., 92° 43'.06E. |

2. Mariners to exercise caution while navigating through this area.

Charts affected: 4005 – 4006 – 4008 – 4012 – 4016***135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

Charts affected: 4010***160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

(HJ/928/76)

1. It is reported that following rocks have been found at position

- | | |
|-----------------|-------------------------------|
| (a) New Rock | 07° 01'.370N., 093° 55'.310E. |
| (b) Sunken boat | 06° 59'.870N., 093° 55'.560E. |

2. The Leading transit mark 323° on the beach was broken and damaged. The Chosen point light are non-operational. The seaward end of the breakwater is sunk.

Charts affected: 409 – 471 – 472 (INT 7032) – 4035.

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force: - The serial numbers of all the NAVAREA warnings in force as on 12 Oct 07, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	262	2005 series: 402. 2007 series: 019 035 050 128 199 217 218 225 226 227 228 229 231 232 247 251 261 262.
II	E. Atlantic	362	2007 series: 103 258 269 295 310 313 328 340 348 353 356 359 361 362.
III	Mediterranean	414	2007 series: 363 364 370 379 386 390 391 392 400 401 409 410 414.
IV	N.W. Atlantic	284	2007 series: 196 270
V	W. Atlantic	851	2007 series: Nil.
VI	S.W. Atlantic	309	2007 series: Nil
VII	S.E. Atlantic	148	2007 series: 142 144 148.
VIII	Indian Ocean	557	2007 series -201 241 257 270 294 357 365 366 367 371 372 373 380 383 388 389 390 394 396 400 406 413 417 418 430 434 440 444 445 449 455 463 470 494 496 504 507 509 510 511 512 515 519 531 534 535 538 540 541 542 543 545 549 551 552 553 554 555 556 557

<p>531. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1430 UTC from 03 Oct to 06 Oct and 11 Oct to 13 Oct 2007. Danger area bounded by:</p> <p>(a) 19-14.60N., 084-53.7E (b) 19-37.05N., 085-27.85E</p> <p>(c) 18-46.05N., 085-22.86E</p> <p>and arc of 42 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this message on 14 Oct 2007.</p>
<p>532 to 533. Cancelled.</p>
<p>534. India West Coast – Arabian Sea. Charts 21 207 253 292 2056 2081 INT 705. Man overboard reported off Jafarabad light house.</p> <p>2. Mariners advised to keep sharp lookout and render assistance.</p>
<p>535. India West Coast – Arabian Sea . Charts 21 271 292 INT 705. Yellow Coloured buoy (TB 11) 2.2 meters dia and 3.5 meters mast fitted with radar reflector laid in position 21-32.91N., 66-26.91e with characteristics Fl.Y (4) 15 s (04NM).</p> <p>2. All vessels operating in vicinity are to maintain a clearance of 03 NM off the buoy.</p>
<p>536 to 537. Cancelled.</p>
<p>538. Indian Andaman Sea – Car Nicobar Island. Charts 33 41 407 472 4032 INT 7032. MV Vien Dong-II call sign 3WQP grounded in position: 09-13.4N., 092-45.4E.</p> <p>2. Mariners advised to exercise caution and render assistance.</p>
<p>539. Cancelled.</p>

<p>540. Indian Andaman Sea. Charts 41 INT 706. Vessel MV Heng Tai call sign V3EB sunk in position 10-13.0N., 095-12.0E.</p> <p>2. All vessels operating in vicinity to keep sharp look out for survivors and exercise caution.</p>																																				
<p>541. India West Coast – Arabian Sea. Charts 21 271 INT 705. Yellow Coloured Buoy (TB 12) 2.2 meter dia and 3.5 meter mast fitted with radar reflector laid in position 21-00.3N., 66-00.5E with characteristics Fl.Y(4)15s(04NM).</p> <p>2. All vessels operating in vicinity are to maintain a clearance of 03 NM off the buoy.</p>																																				
<p>542. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery between 0330 UTC and 1530 UTC on 09 Oct, 12 Oct, 16 Oct, 23 Oct, 26 Oct and 30 Oct 2007. Danger area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 09-57.5N., 075-59.5E</td> <td style="width: 50%;">(b) 09-57.7N., 076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N., 076-17.5E</td> <td>(d) 09-42.5N., 076-09.5E</td> </tr> </table> <p>2 Safe flying height 10000 metres.</p> <p>3 Cancel this message on 31 Oct 2007.</p>	(a) 09-57.5N., 075-59.5E	(b) 09-57.7N., 076-14.2E	(c) 09-44.0N., 076-17.5E	(d) 09-42.5N., 076-09.5E																																
(a) 09-57.5N., 075-59.5E	(b) 09-57.7N., 076-14.2E																																			
(c) 09-44.0N., 076-17.5E	(d) 09-42.5N., 076-09.5E																																			
<p>543. Cancel Navarea Eight Messages 489 503 513 525 526 and 528 of 2007 . India East Coast– Bay of Bengal. Charts 31 32 33 301 351 352 354 355 356 357 3009 INT 706. Present position of Oil Rigs / Drill Ships as follows:</p> <table style="width: 100%; border: none;"> <tr> <td>Rig-31</td> <td>16-25.00N</td> <td>082-08.00E</td> </tr> <tr> <td>Atwood Beacon</td> <td>16-41.00N</td> <td>082-26.20E</td> </tr> <tr> <td>Transocean Nordic</td> <td>20-03.00N</td> <td>086-50.00E</td> </tr> <tr> <td>Perro Negro III</td> <td>16-40.17N</td> <td>082-25.70E</td> </tr> <tr> <td>Deep Water Frontier</td> <td>16-29.60N</td> <td>082-32.60E</td> </tr> <tr> <td>Discoverer Seven Seas</td> <td>19-47.50N</td> <td>087-23.30E</td> </tr> <tr> <td>Sagar Vijay</td> <td>16-15.70N</td> <td>082-11.10E</td> </tr> <tr> <td>C Kirk Rhein Jr</td> <td>16-30.60N</td> <td>082-32.20E</td> </tr> <tr> <td>Deep Driller I</td> <td>16-42.90N</td> <td>082-28.80E</td> </tr> <tr> <td>Aban II</td> <td>16-23.70N</td> <td>081-59.00E</td> </tr> <tr> <td>Actinia</td> <td>16-00.00N</td> <td>081-27.00E</td> </tr> <tr> <td>Deepsea Matdrill</td> <td>16-24.90N</td> <td>082-02.20E</td> </tr> </table> <p>2. Wide berth requested.</p>	Rig-31	16-25.00N	082-08.00E	Atwood Beacon	16-41.00N	082-26.20E	Transocean Nordic	20-03.00N	086-50.00E	Perro Negro III	16-40.17N	082-25.70E	Deep Water Frontier	16-29.60N	082-32.60E	Discoverer Seven Seas	19-47.50N	087-23.30E	Sagar Vijay	16-15.70N	082-11.10E	C Kirk Rhein Jr	16-30.60N	082-32.20E	Deep Driller I	16-42.90N	082-28.80E	Aban II	16-23.70N	081-59.00E	Actinia	16-00.00N	081-27.00E	Deepsea Matdrill	16-24.90N	082-02.20E
Rig-31	16-25.00N	082-08.00E																																		
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Actinia	16-00.00N	081-27.00E																																		
Deepsea Matdrill	16-24.90N	082-02.20E																																		
<p>544. Cancelled.</p>																																				
<p>545. India West Coast – Off Mahim. Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Telcom cable recovery by CS Asean Explorer within 12 NM radius from position 19-01.30N., 072-50.01E till 19 Oct 2007.</p> <p>2 Mariners to exercise caution.</p> <p>3 Cancel this message on 20 Oct 2007.</p>																																				
<p>546 to 548. Cancelled.</p>																																				
<p>549. India East Coast - Gopulpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC and 1430 UTC from 14 Oct to 16 Oct and 18 Oct to 20 Oct and 24 Oct to 27 Oct 2007. Danger area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">(a) 19-14.60N</td> <td style="width: 33%;">084-53.7E</td> <td style="width: 33%;">(b) 19-37.05N</td> <td style="width: 33%;">085-27.85E</td> </tr> <tr> <td>(c) 18-46.05N</td> <td>085-22.86E</td> <td></td> <td></td> </tr> </table> <p>And arc of 42 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this message on 28 Oct 2007.</p>	(a) 19-14.60N	084-53.7E	(b) 19-37.05N	085-27.85E	(c) 18-46.05N	085-22.86E																														
(a) 19-14.60N	084-53.7E	(b) 19-37.05N	085-27.85E																																	
(c) 18-46.05N	085-22.86E																																			
<p>550. Cancelled.</p>																																				
<p>551. Bay of Bengal – Combermere Bay. Charts 31 322 371 INT 706. Flooding onboard Chang Fa Yun call sign V4 KY and listing in position 19-37.00N., 093-05.45E.</p> <p>2. Vessel transiting in area to keep sharp lookout and render assistance.</p>																																				
<p>552. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706. Rocket launching from Thumba equatorial rocket launching station 08-31.98N., 076-52.05E between 2130 UTC and 2230 UTC on 16 Oct, 17 Oct ,23 Oct, 24 Oct and between 0130 UTC and 0230 UTC on 31 Oct, 01 Nov 2007.</p> <p>2. Danger zones:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.</td> <td style="width: 50%;">(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.</td> </tr> </table> <p>3. Cancel this message on 02 Nov 2007.</p>	(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.	(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.																																		
(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.	(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.																																			

553. Cancel Navarea Eight 497 and 505 of 2007. India West Coast – Arabian Sea. Charts 21 22 202 211 251 253 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows:		
ABAN III	18-44.08N	072-18.46E
ABAN V	19-33.50N	071-23.33E
CE THRONTON	19-51.33N	071-39.50E
FG MC CLINTOK	19-19.61N	071-16.66E
FRONTIER ICE	20-10.37N	069-40.33E
HITDRILL	19-32.27N	071-24.08E
JT ANGEL	19-18.81N	071-25.05E
KEDARNATH	22-52.13N	068-31.38E
NOBLE CHARLIE	19-38.90N	071-20.95E
NOBLE ED HOLT	19-34.25N	071-17.87E
PRIDE PENNSYLVANIA	19-15.18N	072-02.17E
PRIDE HAWAI	18-31.88N	072-16.73E
RON TOPMEYYER	19-05.33N	072-06.88E
RONDOLF YOST	19-11.99N	072-11.00E
SAGAR GAURAV	19-35.38N	071-59.08E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR PRAGATI	18-32.27N	072-15.43E
SAGAR RATNA	19-02.96N	072-11.11E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR SHAKTI	19-26.65N	071-20.60E
SAGAR UDAY	19-33.23N	071-19.75E
TRIDENT – 2	19-38.31N	071-19.83E
TRIDENT – 12	19-26.83N	071-15.45E
ENSCO-50	19-23.16N	071-57.16E
ENSCO-53	20-44.00N	071-55.96E
OFFSHORE COURAGEOUS	21-03.93N	072-31.58E
2. Wide berth requested.		
554. Self Canceling. Cancel Navarea Eight message 242 of 2007. India West Coast – Port of Mumbai. Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. Tucker beacon 18-56.08N., 072-52.50E relit.		
554. Self Canceling. Cancel Navarea Eight message 242 of 2007. India West Coast – Port of Mumbai. Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. Tucker beacon 18-56.08N., 072-52.50E relit.		
555. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval Ships on Pigeon Island between 0430 UTC and 0730 UTC on 19 Oct 2007. Danger area 10 NM around Pigeon Island		
2. Safe flying height 3500 metres.		
3. Cancel this message on 20 Oct 2007.		
556. India West Coast – Off Betul. Charts 22 214 257 293 2009 2022 INT 705. Survey investigation and demolition activities will be progressed between 0730 UTC and 1000 UTC on 18 Oct 2007 in area bounded by		
(a)	15-06.4N., 73-40.4E	(b) 15-06.4N., 073-50.9E
(c)	15-16.4N., 073-50.9E	(d) 15-16.4N., 073-40.4E
2 All vessels operating in vicinity are to keep safe distance and exercise caution.		
3. Cancel this message on 19 Oct 2007		
557. Self Cancelling. Navarea Eight Warning In force:		
2007 series - 201 241 257 270 294 357 365 366 367 371 372 373 380 383 388 389 390 394 396 400 406 413 417 418 430 434 440 444 445 449 455 463 470 494 496 504 507 509 510 511 512 515 519 531 534 535 538 540 541 542 543 545 549 551 552 553 554 555 556		

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	222	2006 series: 106 116 147 177 200 216. 2007 series: 006 018 022 027 042 062 092 095 106 108 132 136 145 152 155 156 158 159 160 168 172 176 186 189 195 198 199 200 201 202 203 209 212 214 215 216 218 219 221 222.
X	Australia, New Guinea	011	2007 series: 007 008 011.
XI	Malacca Strait, China Sea, N. Pacific	454	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 2000 series: 0677 2001 series: 0182 0775 2003 series: 0106 0303 0304 2004 series: 0246 0271 0361 0571 2005 series: 0271 0307 2006 series: 0005 0050 0052 0083 0090 0123 0224 0250 0251 0276 0303 0343 0561 0580. 2007 series: 0002 0003 0004 0008 0009 0093 0098 0133 0155 0187 0246 0248 0253 0269 0305 0309 0338 344 0355 0356 0366 0384 0413 0420 0423 0426 0433 0434 0435 0436 0437 0438 0444 0445 0450 0452 0453 0454.
XII	N.E. Pacific	247	2007 series: Nil
XIII	N.W. Pacific	065	2007 series: Nil
XIV	S.W. Pacific	050	2007 series: 010 026 048 050.
XV	S.E. Pacific	159	2007 series: Nil
XVI	E. Pacific	191	2007 series: Nil
Hydropacs	Pacific, Indian Ocean	1733	2006 series: 524 1812. 2007 series: 1558 1601 1602 1689.
Hydrolants	Atlantic, Mediterranean	1698	2006 series: 1394. 2007 series: Nil

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Charact- eristics	Ht. mts.	Range miles	Structure & Height (mts)	Remarks
D6466	- N Pier. Head	29 52-00 S 31 03-60 E	Fl G 3s	8	6	Black column 5	TE; replaced by lit green conical buoy 2007 *
D6483-321	- Mhlatuze. LM12. Lts in line 299-50°	28 47-39 S 32 01-29 E	F G	Metal pole 10	TE 2007 *
D7065	- Ldg Lts 017°. Front	13 24-00 S 48 17-80 E	Dir Q G *	7	11	White beacon, black stripe 8	Intens 014.5°-019.5° (5°)
E6044-6	Remove from list						
F1220.2	Remove from list						
F1220.4	Remove from list						
F1221	Remove from list						
F1222	Remove from list						
F1498-2	Remove from list						
F1694-2	- <i>Takong Kecil. Off S end.</i> <i>Takong</i> (I)	1 05-90 N 103 43-24 E	Q(6)+LFl W 15s Racon	11	11	▽ on black buoyant beacon, yellow top	Missing ; Light buoy ▽ 6M in situ (T) 2007 ALRS Vol 2 Station 86270 *
	----	
F1696	- Batu Berhanti. W Reef (I)	1 11-09 N 103 52-98 E	Fl W 8s Racon	16	13	White beacon, red band 10	<i>fl 0-7.</i> Ra refl. TE 2007 ALRS Vol 2 Station 86300 *
	---	
F1697-965	- TELUK JODOH. Batu Ampar (I)	1 09-65 N 103 59-23 E *	Fl W 5s	9	8 *	White beacon *	<i>fl 0-5.</i> Ra refl *
K1053-24	Merak Mas. Terminal. Breakwater. Head (I)	5 55-17 S 105 59-72 E *	Fl G 5s *	14 *	14 *	Green GRP tower 9 *	<i>fl 1.</i> Ra refl *
K1168	Karang Pisang (I) *	7 11-15 S 112 41-18 E	Fl G 5s	.. *	5 *	Green metal framework tower	<i>fl 0-5.</i> Vis 138°-338°(200°) *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 17 dated 01 Sep 2007)*

NIL

INP 31(2), 1995*(Last correction: Edition No. 18 dated 16 Sep 2007)*

NIL

BA, VOLUME 3 Part 1, NP 283(1), 2006/07*(Last correction: Edition No. 15 dated 01 Aug 2006)*

NIL

INP 31(5), 1997*(Last correction: Edition No.16 dated 16 Aug 2007)***PAGE 184, INDIA, Western Region, MRCC MUMBAI.**

Delete and replace by:

	Telephone +91	Fax +91	Others
MRCC MUMBAI	22 24332554	22 24316558	Inmarsat C (IOR) INDSAR Toll Free Code 43
	22 24301455	22 24333727	Inmarsat C (IOR) 441907210=BMCG X
	22 24376153		Inmarsat mini--M (IOR) 762882349 (Voice)
	22 24388065		(IOR) 762882350 (Fax)
	call 1554 (toll free)		(IOR) 762882351 (Data)
			E—mail opswest@mtnl.net.in
			icgmrcc_mumbai@mtnl.net.in
			indsar@vsnl.net

BA 39/07

20/07

INP 31, VOLUME 6, 2005*(Last correction: Edition No. 18 dated 16 Sep 2007)*

NIL

BA, VOLUME 7, 1999/00-PART 2*(Last correction: Edition No. 16 dated 16 Aug 2000)*

NIL

INP 31(8), 1999*(Last correction: Edition No. 05 dated 01 Mar 2006)*

NIL

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

All mariners are advised to exercise extreme caution while using the Global Positioning System positions in WGS 84 datum on the Indian navigational charts produced in Everest datum. The variation in these parameters is considerable along the Indian coast and in Andaman & Nicobar and Lakshadweep Islands (300 to 800 metres variations). Mariners are also advised to apply datum shift parameters (if available) on the Indian navigational charts before using Global Positioning System positions on Indian charts. These shift parameters are specified on the charts where observed, at a suitable position under legend note. Mariners are advised to use alternate methods of fixing while operating in restricted waters and in vicinity of dangers.

The Chief Hydrographer to the Govt. of India shall not be responsible for any marine accidents arising as a result of usage of GPS positions in WGS 84 datum in Indian navigational charts in Everest datum without the application of Datum Transformation Parameters/corrections where available or listed in the charts.

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102) [Enclosed with editions 1,7,13 & 19 of N to M]

Appeal to all Mariners:

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - incho@dataone.in; incho_marinesafety@dataone.in
incho_navwarnings@dataone.in; incho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

To accompany Indian Notice to Mariners 516/07
BA Chart 1268

CHARTS 1265 AND 2884: POSITIONS

Positions on chart 1268 differ from those on chart 2884 and adjoining chart 1265 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

To accompany Indian Notice to Mariners 516/07
BA Chart 2882

CHARTS 1268, 2883 & 3788: POSITIONS

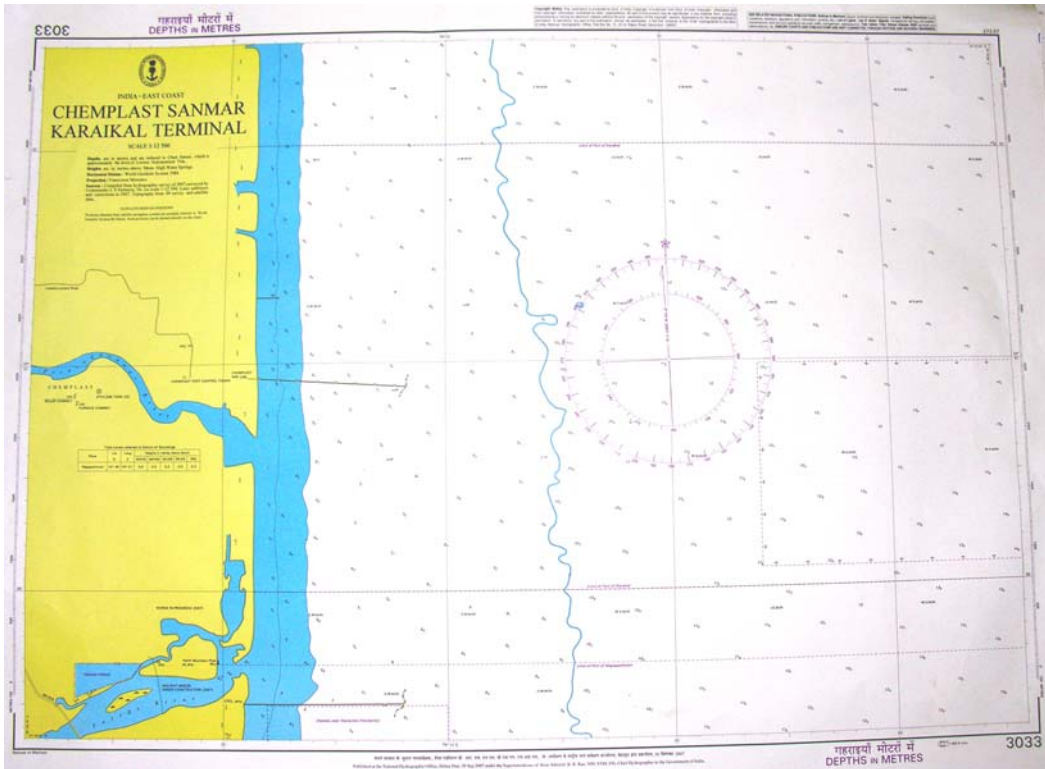
Positions on chart 2882 differ from those on larger scale charts 1268, 3788 and adjoining chart 2883 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude

To accompany Indian Notice to Mariners 516/07
BA Chart 2884

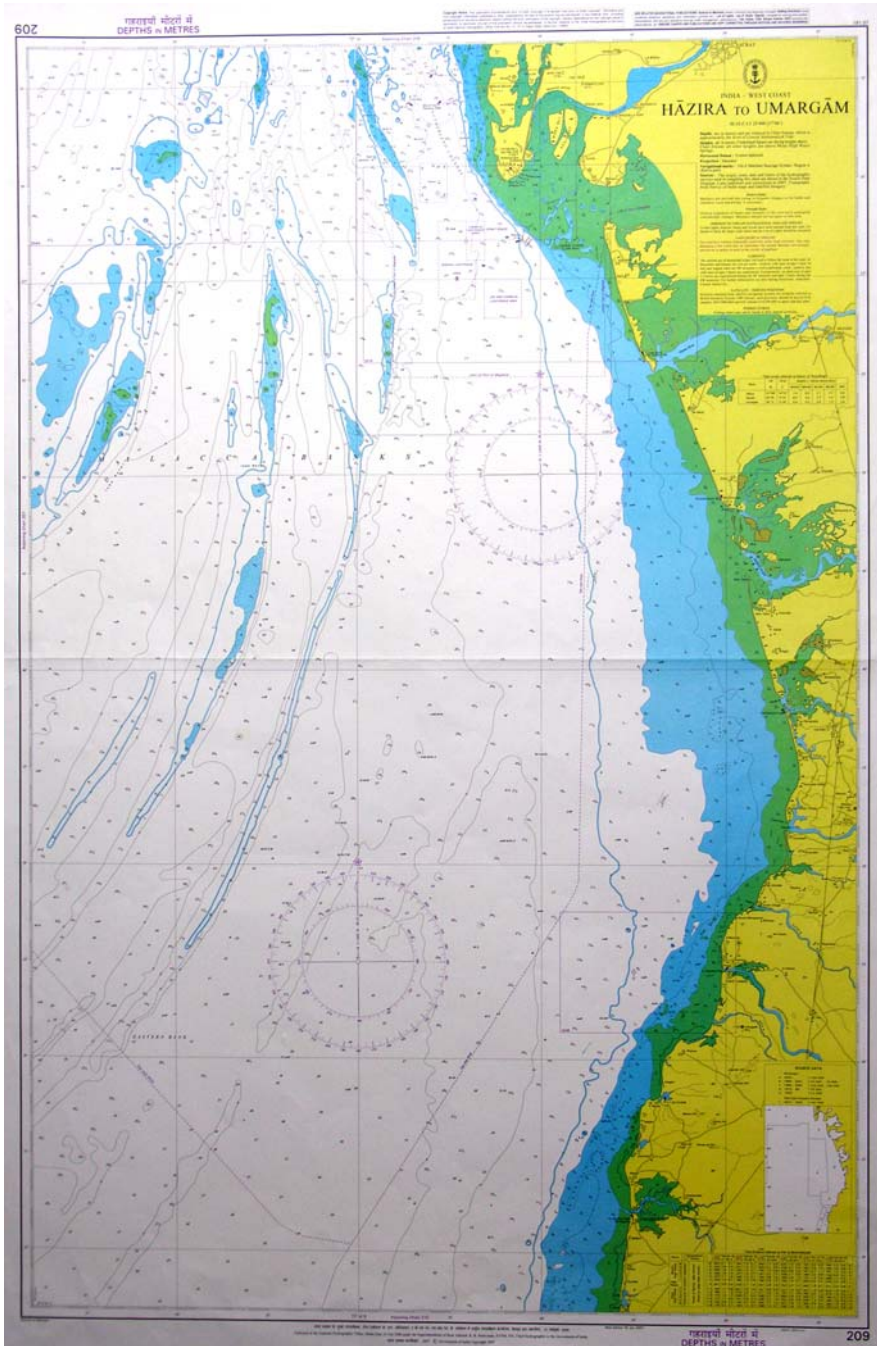
CHARTS 27, 1268, 1269 AND 2883:

POSITIONS

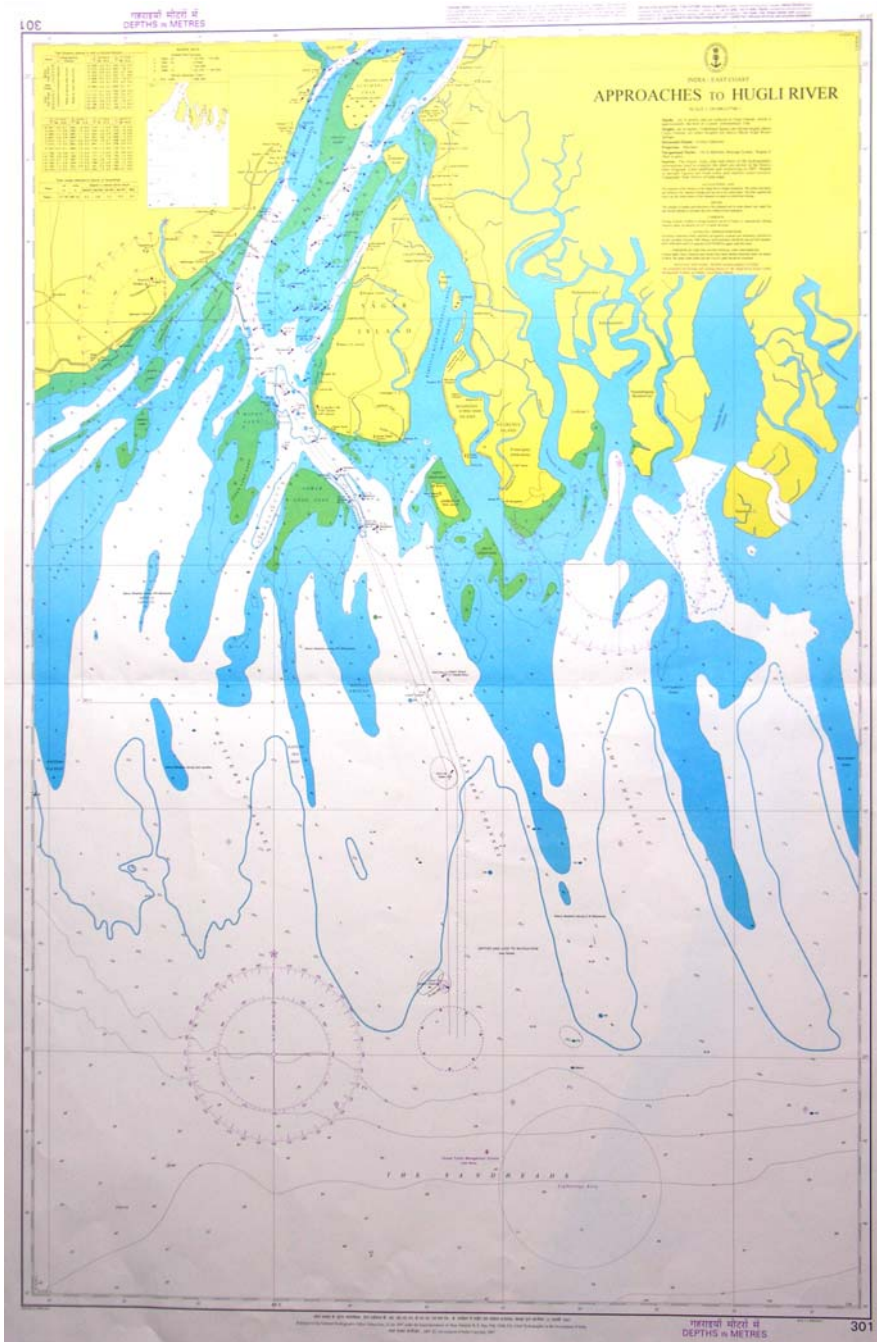
Positions on chart 2884 differ from those on larger scale charts 27, 1268, 1269 and adjoining chart 2883 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.



BACK



BACK



BACK